



# TPB Board Work Session

October 25, 2007

“The TPB will develop a regional transit plan including a comprehensive financial plan”



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# Today's Agenda

- **What We Heard**
- **Concept #3 - Proposed System Plan**
  - Projected System Costs
  - Projected Benefits
- **Next Steps**
  - Concept 3 Revisions
  - Phasing Framework
  - Governance
  - Funding Principles
  - Public Engagement



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## Meeting Purpose

- To reach agreement on regional transit system plan & its elements
  - System serves
    - Commuters
    - People without autos
    - Special events / visitors
  - Through
    - Mobility choice
    - Travel time certainty
    - Seamless region-wide service

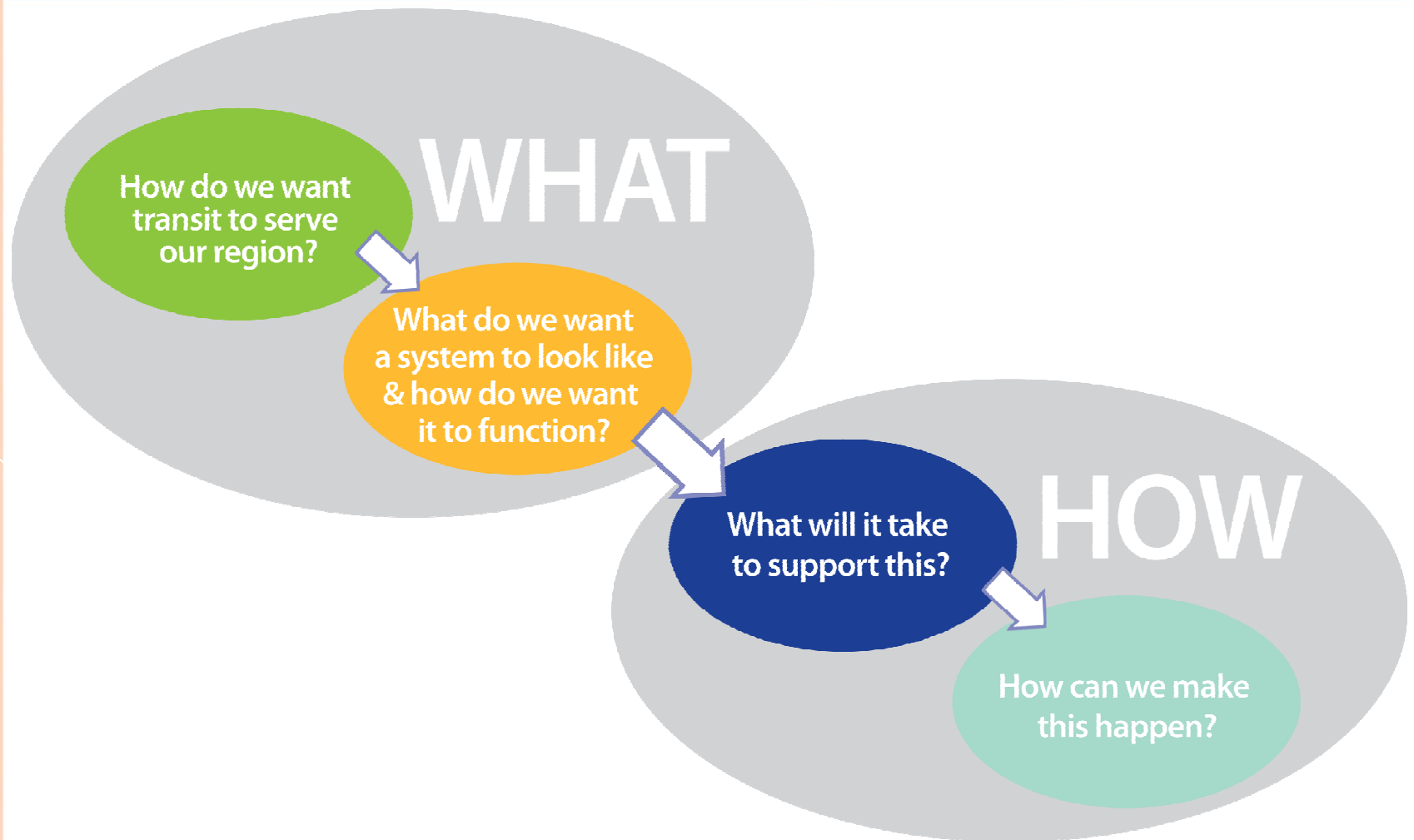


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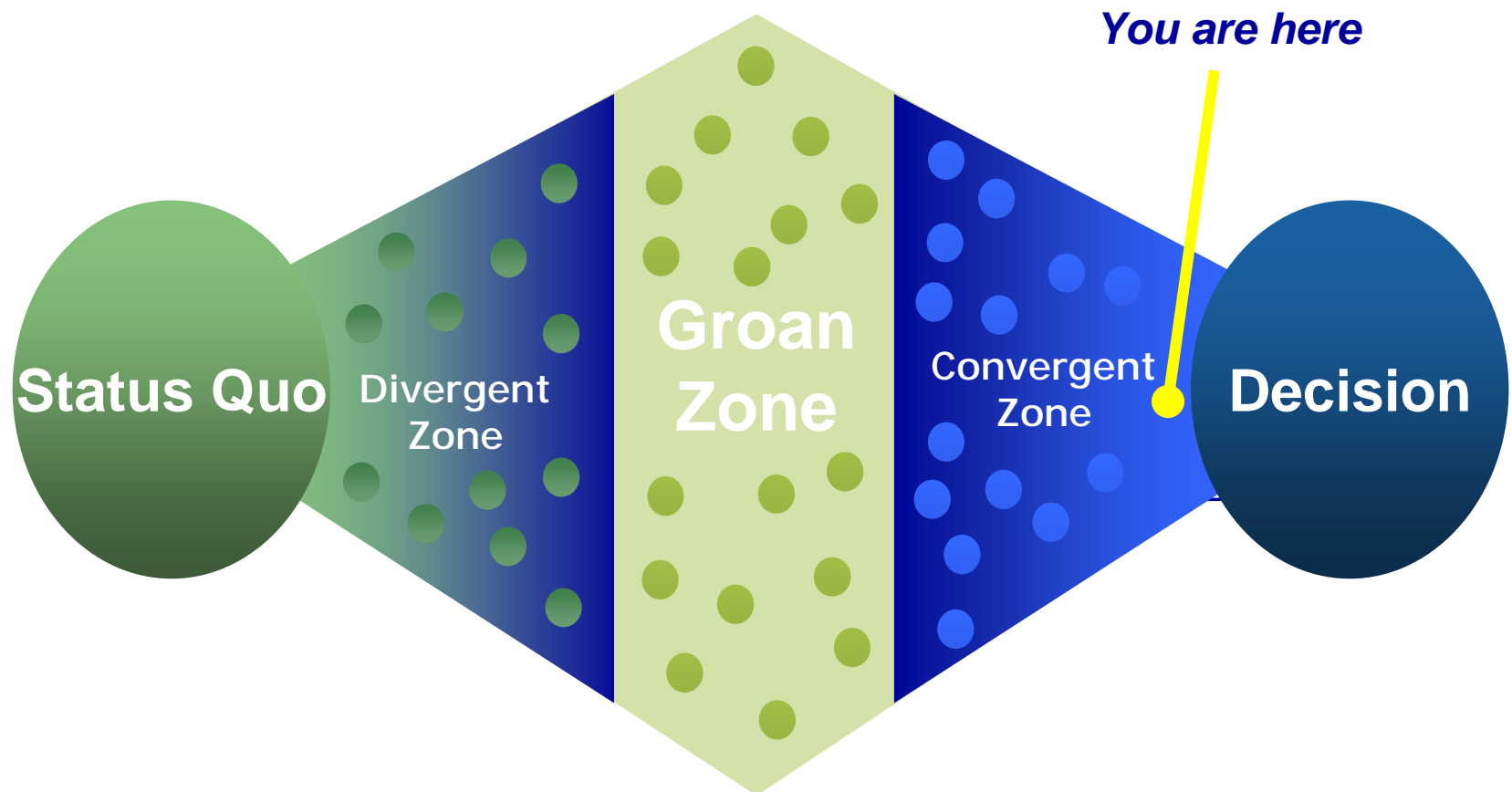
# Regional Transit: Start with the End in Mind



Big Picture Vision → 2030 System → Projects → Execution, Funding, Governance

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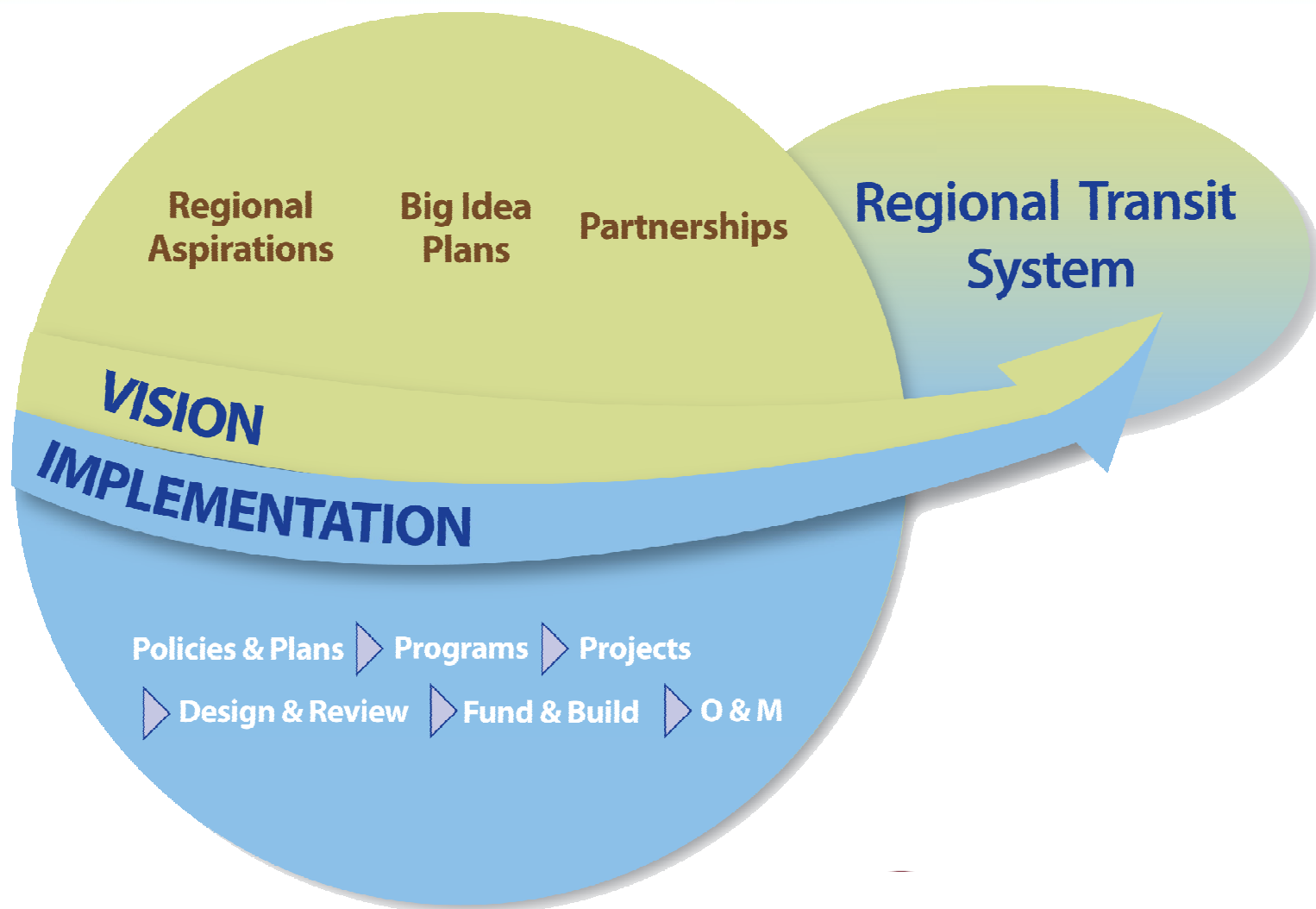
# Reaching Consensus for Regional Transit



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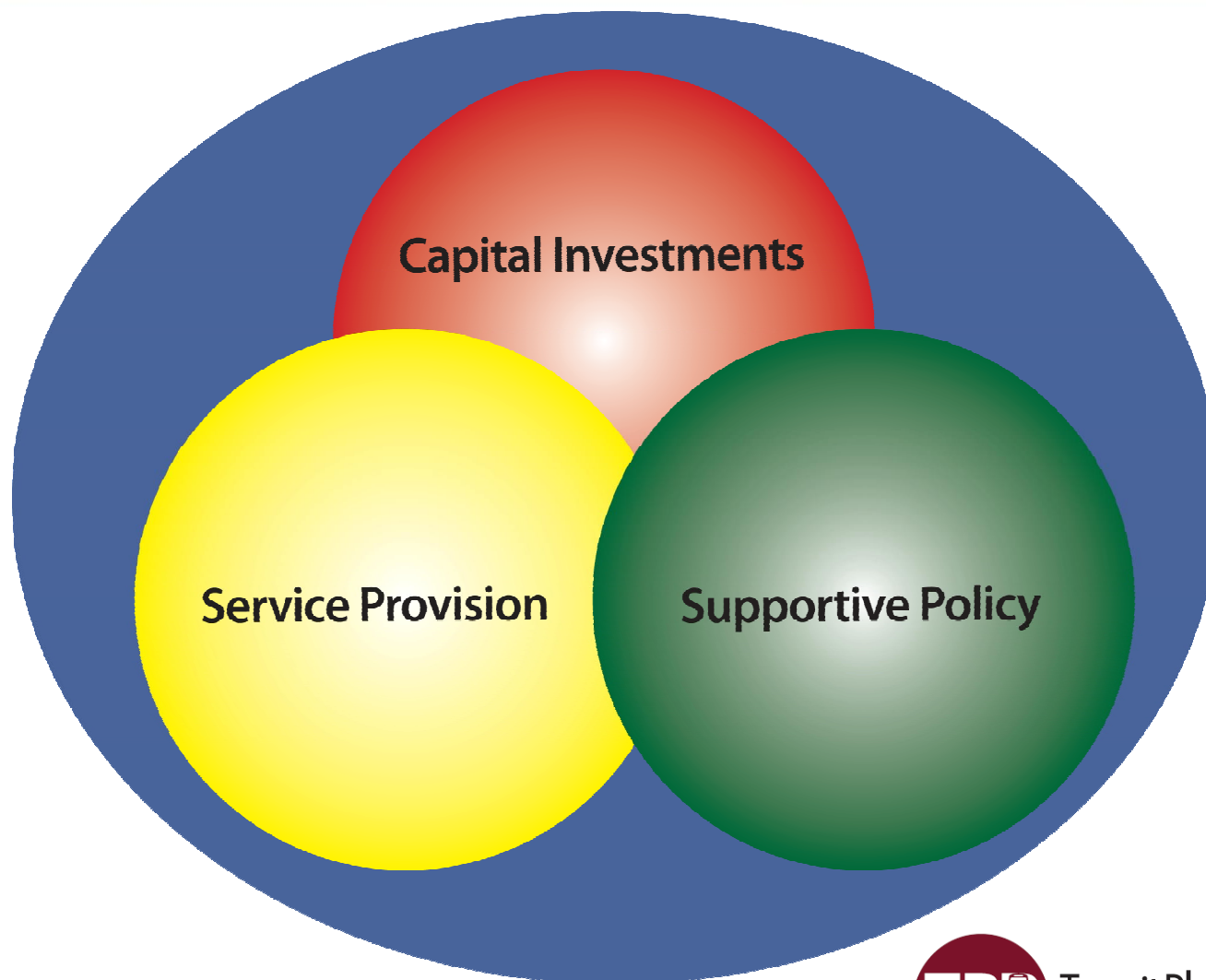


## TPB in Context



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# Regional Transit Requirements



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# Iterative Decision Making & Implementation

## Transit Policy

- Capital Investments
- Services
- Funding & Governance
- Land Use

## Impact & Response

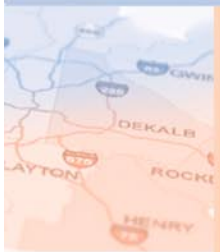
- Public Behavior
- Quality of Life
- Economy & Environment
- New Information



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# What We Heard

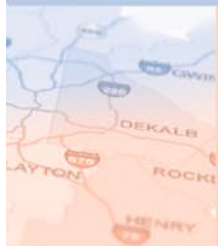
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# Who, What and How

- **Agree on riders served (the Who)**
  - Commuters
  - People without autos
  - Special events / visitors
- **Lock in first on system (the What)**
  - Mobility
  - Travel time certainty
  - Seamless regional and local coverage
- **Vision to Reality (the How)**
  - Funding
  - Governance
  - Delivery options
  - State role



# Concept #3 – Proposed System Plan

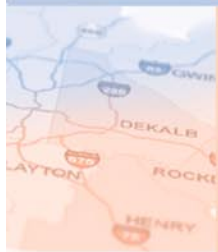


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## Concept 3 Rationale

- Move people throughout the region to concentrated employment centers
- Create an interconnected regional network
  - Heavy and light rail to ensure auto competitive and reliable travel time
  - Commuter rail for dispersed populations traveling to employment centers
  - Expanded express bus service for new transit corridors
- Capture, by 2030, 15 to 25% of activity center trips
- Create supporting local / circulator bus networks
- Create supporting land use and other policies



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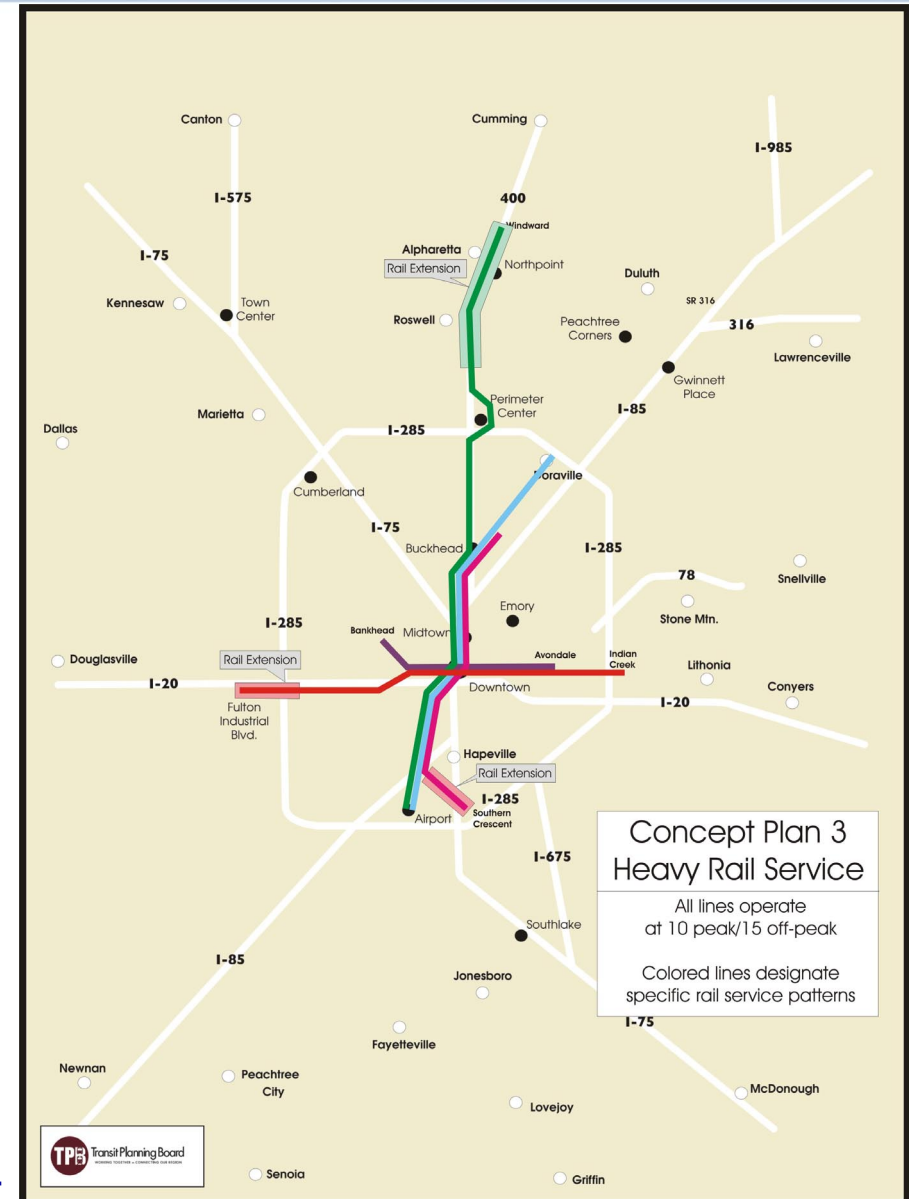
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## Concept 3 - Overview

- **Focus on serving major travel patterns to employment activity centers**
  - 20% of region's HBW trips occur in less than 2% of region's land area (13 major activity centers)
- **Expand rail network to provide auto competitive and reliable travel times**
  - Fixed guideways and separation from traffic essential for transit to be a real choice
- **Expand local bus and activity center circulators**
  - Connections to the regional transit network
  - Localized travel
- **Ensure a truly multi-modal transit network**

# Rail Element 1 – Heavy Rail Network

- Heavy rail remains focused on region's core travel patterns
- Serves intermediate to long travel
- Serves highest demand areas
- Serves dense land uses





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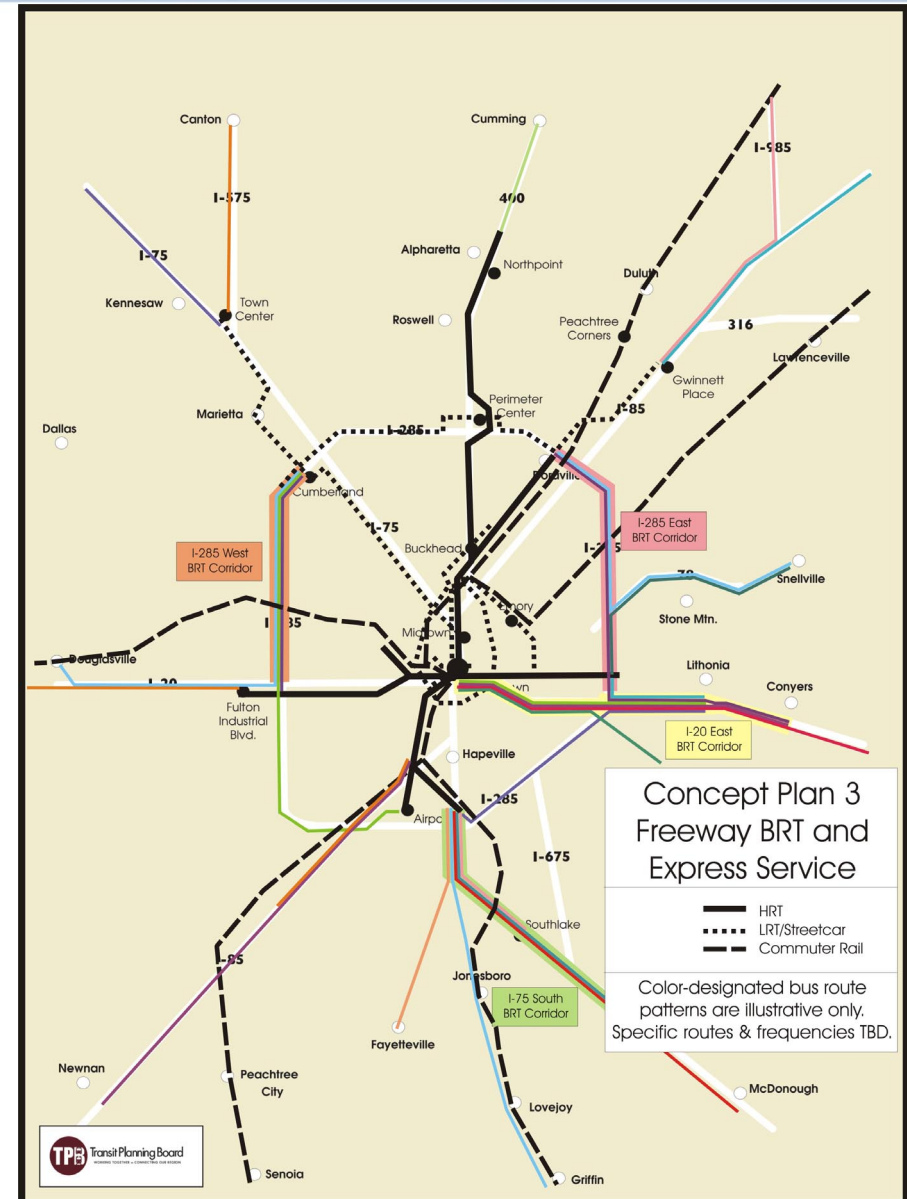


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# Bus Element 1 – Freeway BRT and Express Network

- Use exclusive bus or shared HOV lanes
  - Provides flexibility to circulate within activity centers
  - Greatest travel time reliability among bus services
  - Can be used in phasing of transit service
- Allows service for dispersed populations
- Provides cross region connectivity



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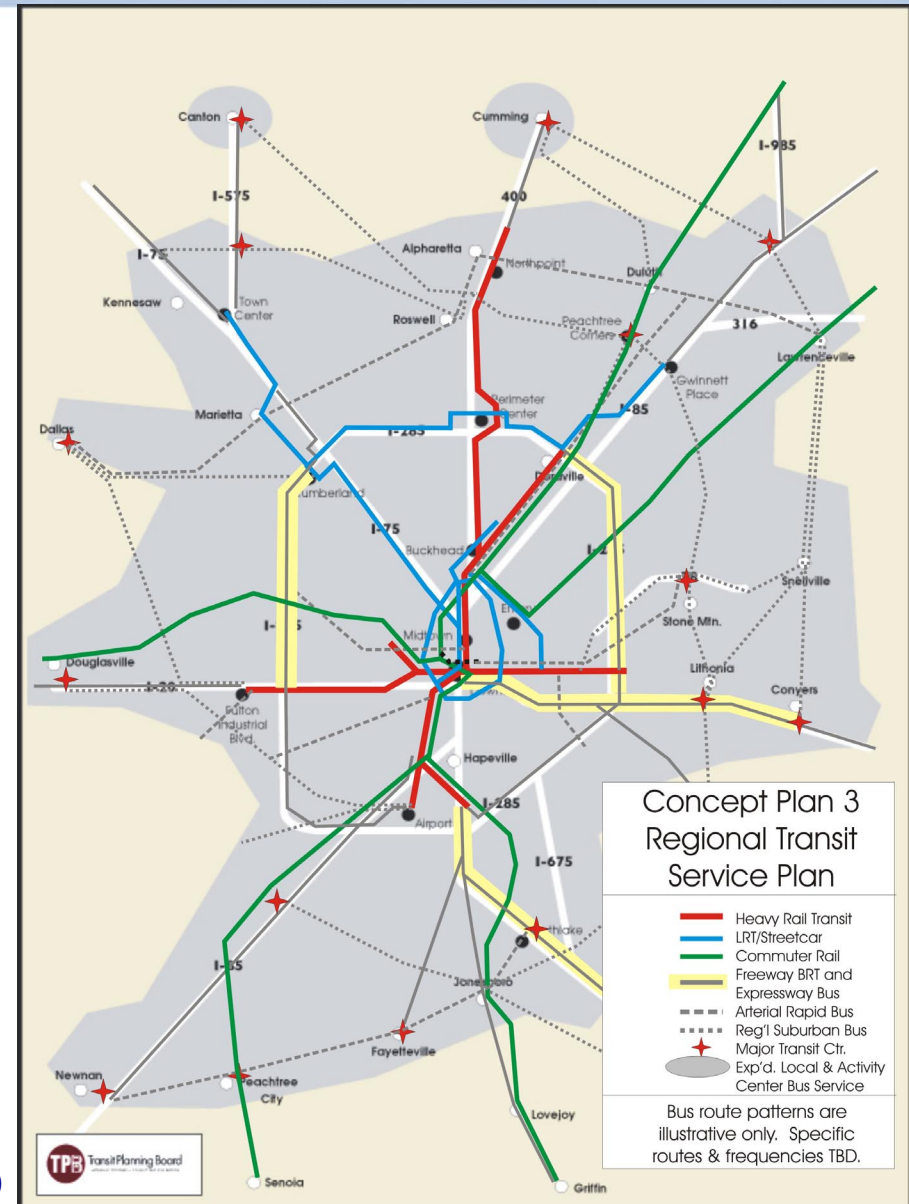


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# Concept Plan 3 – Recap

- Activity center focused
- Expanded rail network to provide reliable travel times
- Extensive BRT, express, and intercity bus network
- Cross region connectivity
- Expanded local bus and activity center circulators
- Truly multi-modal





# Projected System Capital and Operating Costs and Potential Funding Sources

# Concept 3 Order-of-Magnitude 2007 – 2030 Capital Costs (Billions, 2007 dollars)

Mode	Concept 3	Concept 1	Concept 2
Heavy Rail	\$4.0	\$3.8	\$6.7
LRT/Streetcar	\$5.5	\$3.6	\$3.6
Commuter Rail/ Regional Rail	\$3.0*	\$7.9	\$2.0
Freeway BRT	\$2.0	\$1.4	\$3.0
Arterial Rapid Bus	\$1.0	\$0.7	\$0.7
Support Fleet & Facilities	\$0.5	\$0.4	\$0.4
<b>Total Cost</b>	<b>\$16.0</b>	<b>\$17.8</b>	<b>\$16.4</b>

\* Railroad access costs reflected in O/M figures



# Transit Funding Needs Summary 2007 – 2030 (Billions, 2007 dollars)

System	Capital	Operating	Totals
<b>Maintain current System</b> (Capital + O&M)	Incl.	\$26*	\$26
<b>Concept 3</b>	\$16	\$12	\$28
<b>Total Current System and Concept 3</b>	<b>\$16</b>	<b>\$38</b>	<b>\$54</b>
<b>Annualized cost of current System and Concept 3</b>	\$0.7	\$1.7	\$2.4

\* Includes MARTA Debt service

# 2007 – 2030 Potential Funding Sources: (Billions, 2007 dollars)

Geographic Area	Source	Annual Yield / Total Yield
All metro systems	Farebox revenue based on current rates	\$0.13 / \$3.02
All 13 metro counties*	1% sales tax	\$1.85 / \$42.67
	1/2 % sales tax	\$0.93 / \$21.34
	1/4 % sales tax	\$0.47 / \$10.67

Total Funding Range: \$3 to \$46

\* assumes same sales tax percentage applied to all counties, current MARTA tax not assumed. Based on 2007 sales tax information

## Other Potential Revenue Sources

- Additional supplemental funding sources with modest yield vs. sales tax
  - Development rights
  - Advertising
  - Parking
  - Rental car
  - License tag
- PPI's and concessions
  - Financing mechanism not revenue
  - Good fit for specific project(s)
- Federal funding (formula funds, FHWA Flex Funding)
- Statewide gas tax
- Infrastructure bank



# **2007 – 2030 Transit Funding Gap Summary**

**(Billions, 2007 dollars)**



## **Cost & Funding Recap**

<b>Current System and Concept 3 Cost</b>	<b>\$ 54.0</b>
<b>Current revenue sources*</b>	<b>\$ 4.3</b>
<b>Funding gap</b>	<b>\$ 49.7</b>
<b>Annualized funding gap</b>	<b>\$ 2.2</b>

\* includes projected fare revenues and Federal formula funds. Does not include MARTA Sales Tax or other current public revenue sources



# Projected Benefits

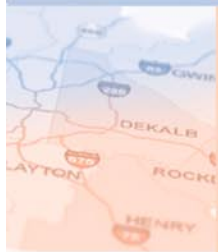
## Concept 3 General Benefits

- Provides viable travel choices
  - One-seat ride
  - Travel time reliability
  - Regional access
- Allows work force to choose housing and lifestyle
- Provides region with viable plan to improve mobility and congestion relief
- Supports ARC regional development plan



## ***Travel Benefits***

- Expands total transportation system capacity – highway and transit
- Increases mode choice
- Provides predictable transit travel time
- Makes transit competitive with auto travel times
- Predictable travel costs for riders
- Increases system efficiency
- Provides system flexibility for unexpected / special events



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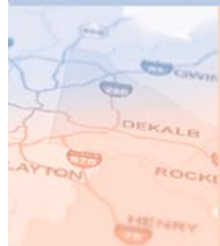
## ***Land Use Benefits***

- Transit 2030 to move people from where they live to where they work
  - Majority of forecast housing and jobs will be located in less than 20% of metro area (mega corridors)
  - Provides regional transit service to all of ARC's major activity centers
  - Provides regional transit service to 96% of ARC's LCI's
  - Provides high capacity regional transit service in each of ARC's Mega Corridors
  - Allows work force to choose housing and lifestyle



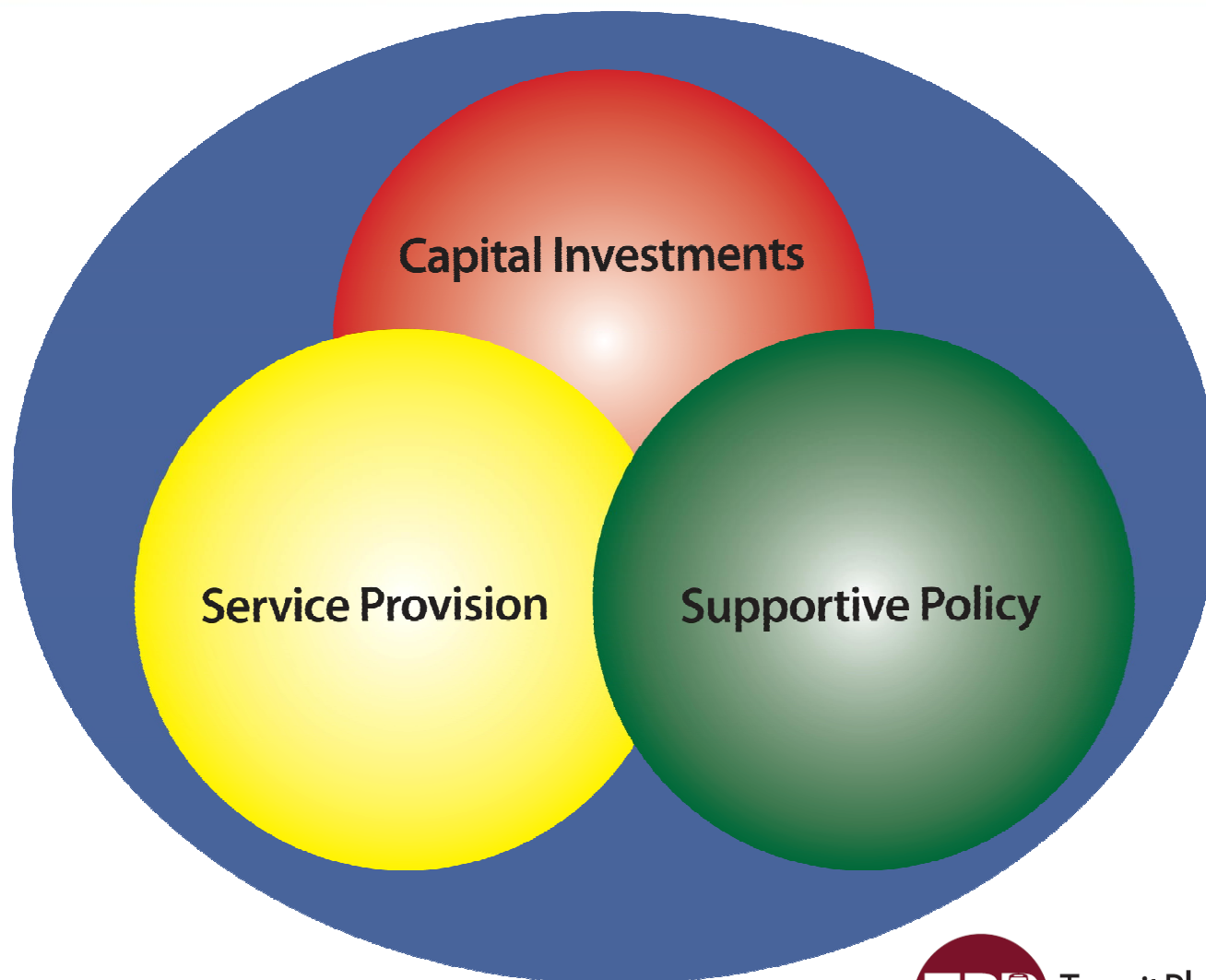
## ***Other Benefits***

- Improved air quality
- Quality of life
- National and international competitiveness of business environment
- Regional competitiveness for funding
- Economic development



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# Regional Transit Requirements



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## Concept 3 - Supportive Policies

- Right-of-Way preservation
- Requires Local supportive land use plans & regulations
  - Development policies
  - Zoning
  - Local ordinances
- Regional and state programming
- Long term funding program

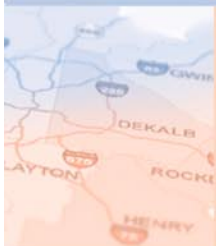


# ***Small Group Discussion Questions***

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- Describe your understanding of Concept 3
  - Is this the regional transit system vision you can support and preliminarily approve in November?

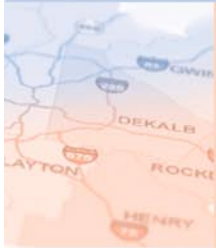


# Small Group Discussion Recap



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# Next Steps



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## Next Steps

- Concept 3 Revisions
- TPB Draft Vision Resolution
- Phasing Framework
- Governance
- Funding Principles
- Public Engagement
- November, December, January - June



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# What to Expect in November

## Draft TPB Regional Transit Vision Resolution

- TPB mission
- TPB work program
- Region's studies and project plans
- TPB guiding principles
- Framework System
- Concept vision refinement

## TPB authorization to:

- Share draft concept vision
- With key stakeholders and general public
- For review and comment
- Final vision for TPB Board approval in April 2008



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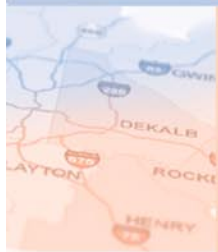
## Concept 3 Revision Process

- Revisions based on today's input
- Plan individual board member meetings
  - Final concept 3 revisions
  - Phasing framework principles
  - Governance principles
  - Funding Principles
- Present system vision for TPB Board preliminary approval in November
- Review, discuss, develop phasing, governance and funding principles and approaches in November and December meetings and into 2008 as needed



# Phasing Framework

- Regional travel needs
  - Cost effectiveness
  - Congestion mitigation
- Project readiness
  - Sponsorship
  - Planning
  - Funding sources
  - ROW
- System functionality – linkages



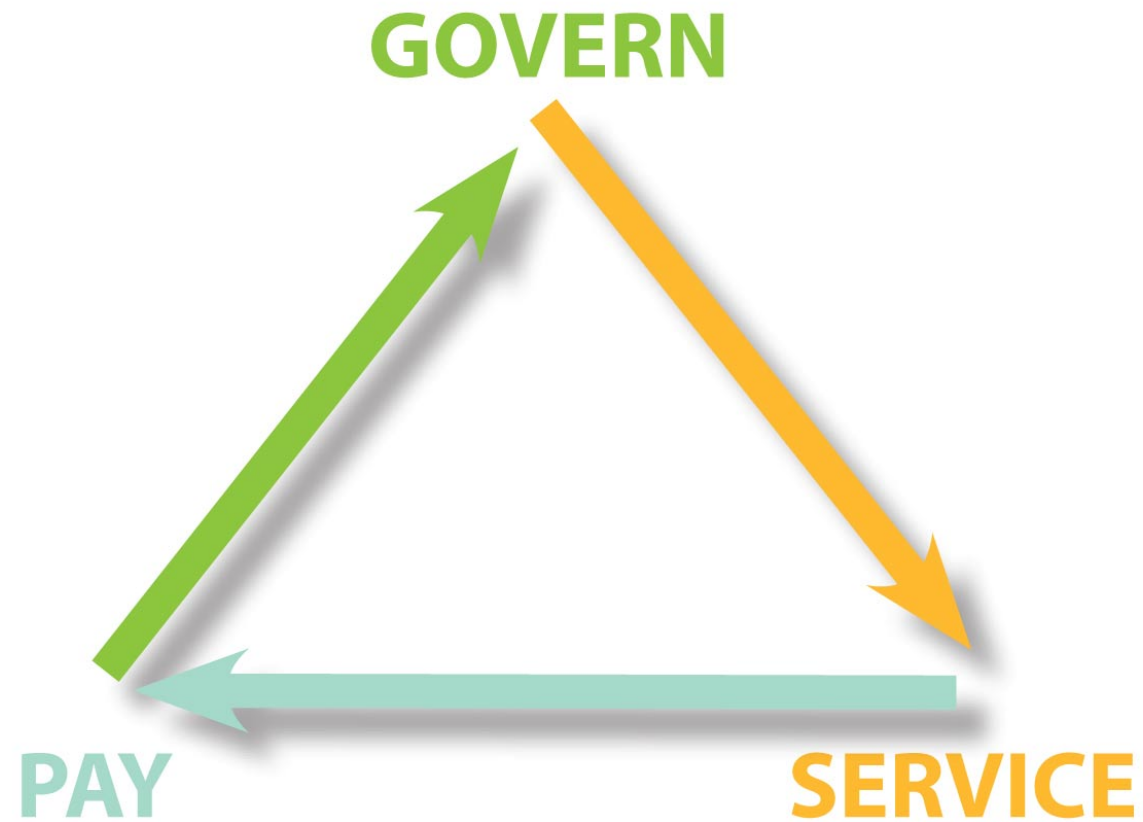
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# Governance – What We Heard

- Provide peer region information
- Focus on
  - Who plans
  - Who builds
  - Who owns
  - Who operates
  - Who funds
- What happens with current service operations?
- Keep customer perspective
- Must be efficient
- Pay-to-play / recognition of existing investment

# Governance – What We Heard

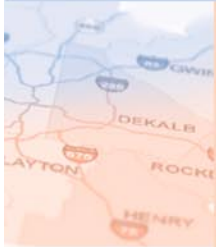


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# Peer Region Transit Structures

	Local Operators Responsibility	Local and Regional Responsibility	Regional Agency Responsibility	Regional and State Responsibility	State Responsibility		
	Boston	Chicago	Dallas	Denver	Houston	San Diego	Seattle
Operates	MBTA	Metra PACE CTA	DART “T” DCTA	RTD	Metro	MTS NCTD	Various
Constructs	MBTA	Metra CTA with RTA oversight	DART “T” DCTA	RTD	Metro	SANDAG	Various, regional – Sound Transit
Allocates Funds	MBTA	RTA	DART, “T”, and NCTCOG	RTD	Metro	SANDAG	PSRC and Sound Transit for local taxes
Regional Long Range Transit Plan	MPO and MBTA	CATS and RTA	NCTCOG	DRCOG	METRO, TxDOT, H-GAC	SANDAG	PSRC and Sound Transit
Regional Service Planning	MBTA	RTA	DART and NCTGOG	RTD	Metro	SANDAG	Sound Transit
Local Service Planning	MBTA		DART “T” DCTA	RTD	Metro	SANDAG, MTS, NCTD	Various





## ***Funding Principles – What We Heard***

- Need dedicated long term funding for capital and operating
- Focus on sales tax as robust and committed source
- Should be regional funding source
- Peer regions primarily use sales tax
- Other potential funding sources are project specific
  - TAD
  - CID
  - Development rights
  - Concession / PPI agreements
  - Federal formula funds
- Should we “pay-to-play”?
- Must recognize existing investment
- Should preserve existing SPLOST



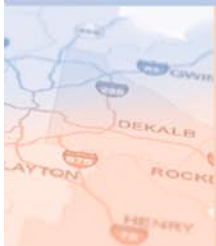
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# Potential Public Engagement Approach

- Gather input from key stakeholders and the public about regional transit plan
- Raise awareness among key stakeholders about the need for a regional transit
- Educate State Legislators and elected officials about the regional transit plan
- Educate and motivate the citizens to support the regional transit plan



# Recap of the day



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